

RAILROADS.

LOCAL TIME TABLE.

St. Louis and Pacific	
EAST BOUND.	
St. L. daily	Leave 6:00 p. m.
St. L. daily	Arrive 6:40 p. m.
St. L. daily	Leave 6:50 p. m.
St. L. daily	Arrive 7:30 p. m.
WEST BOUND.	
St. L. daily	Leave 7:30 p. m.
St. L. daily	Arrive 8:10 p. m.
St. L. daily	Leave 8:20 p. m.
St. L. daily	Arrive 9:00 p. m.
Missouri, Kansas and Texas	
NORTH BOUND.	
St. L. daily	Leave 7:30 p. m.
St. L. daily	Arrive 8:10 p. m.
SOUTH BOUND.	
St. L. daily	Leave 8:10 p. m.
St. L. daily	Arrive 8:50 p. m.
Transcontinental	
NORTH BOUND.	
St. L. daily	Leave 7:30 p. m.
St. L. daily	Arrive 8:10 p. m.
SOUTH BOUND.	
St. L. daily	Leave 8:10 p. m.
St. L. daily	Arrive 8:50 p. m.
Fort Worth and Denver	
EAST BOUND.	
St. L. daily	Leave 7:30 p. m.
St. L. daily	Arrive 8:10 p. m.
WEST BOUND.	
St. L. daily	Leave 8:10 p. m.
St. L. daily	Arrive 8:50 p. m.
Fort Worth and Santa Fe	
NORTH BOUND.	
St. L. daily	Leave 7:30 p. m.
St. L. daily	Arrive 8:10 p. m.
SOUTH BOUND.	
St. L. daily	Leave 8:10 p. m.
St. L. daily	Arrive 8:50 p. m.
Fort Worth and Texas Central	
EAST BOUND.	
St. L. daily	Leave 7:30 p. m.
St. L. daily	Arrive 8:10 p. m.
WEST BOUND.	
St. L. daily	Leave 8:10 p. m.
St. L. daily	Arrive 8:50 p. m.

THE RAILROADS.

The "Katy" to Join in the Fast Time Movement Next Month.

Gossip about Gould and the Atchison Consolidation—The Rock Island and Texas—The Lake Shore's Fight—Notes.

Fast passenger service from Texas east growing popular with the traveling public, and the roads fully appreciate that fact. The "Cannon ball" train out of Fort Worth over the Transcontinental was the first to be put on, and the Texas and Pacific has the honor of having first inaugurated the fast train service in Texas; then comes the Santa Fe with a big reduction of its running time between Texas points and eastern cities, an innovation that the patrons of that road are profuse in their praise of. It was not expected, that these two lines would be allowed a monopoly in this business, nor are they to be. The Missouri, Kansas and Texas, a road that has one of the best roadbeds in Texas, and that has no excuse for slow time, will come to the front about July 1 with a new passenger train schedule that will be a vast improvement, not only of its present running time, but a decided improvement in the running time of a road running out of Texas. It is reported that the time to be made by the "Katy's" lightning express from Fort Worth to St. Louis will be twenty hours and five minutes. It is claimed that this time can be easily made by a close connection with the Missouri Pacific at Sedalia.

GOULD'S MANIPULATIONS.

Gossip about the Proposed Atchison-Missouri Pacific Alliance, and the Late Purchase.

The New York papers are uniting the Missouri Pacific and the Atchison properties. This would be a mammoth combination, and the only foundation for such a rumor would appear to be the statement of Mr. George Gould that the most neighboring relations will be maintained between the two great systems. The New York Times puts it in this way: "The scheme that is something like this: It is proposed that Mr. Gould should buy the Chicago and Alton railroad, which is in a position to make either the Missouri Pacific or the Atchison considerable trouble. This purchase can be covered by a collateral trust mortgage, so that the Missouri Pacific's present capital stock of about \$4,000,000 will not be increased. Having obtained the Chicago and Alton to his Missouri Pacific system, Mr. Gould, as the story goes, will lease the entire system to the Atchison people in perpetuity, the latter to guarantee a certain percentage per annum on the Missouri Pacific stock. The exact amount of this guarantee is said to be the bone of contention."

THE LAKE SHORE CUT.

Caused by the Fight Against the Canadian Pacific Road.

The Lake Shore having learned that the Grand Trunk and Wabash had filed tariffs with the Interstate Commerce commission, making a thirty-nine cent rate to New York on dressed beef, mutton and hogs, and a twenty-two and one-half cent rate on live cattle, to take effect June 20. The Chicago committee of the Central Traffic Association held a meeting at once, and a stormy session was the result. The proposition to all of the other roads to meet the Lake Shore rate being defeated, then the Lake Shore said that it would put the new rates into effect anyway, and the competing roads of course will be compelled to meet them. It is now certain that dressed beef and cattle rates will go to rock bottom unless the trunk lines step in and harmonize conflicting interests.

Chairman Blanchard will go to New York this week, it is understood, and appeal to the trunk line executive committee to give the matter attention. The

Lake Shore's fight is principally against the Canadian Pacific. The situation is a most embarrassing one, and Chairman Blanchard is at a loss to know how to cope with it, as the Lake Shore is determined to make a bitter fight.

The Rock Island.

From all indications the Chicago, Rock Island and Pacific road will soon be again extending from its present terminus, fifteen miles south of El Reno, in the Territory, to Texas. The road will strike for some deep water port on the Gulf of Mexico, but its route through Texas at present is entirely problematical. Strong efforts will be made by different localities to influence the course of the road, and as Fort Worth is very interested in the matter the city should be getting in position to communicate with the Rock Island people.

A GAZETTE reporter was in conversation with a well known and well posted Texas railroad man on this subject yesterday, and asked him what he thought the prospects were for the road building in Texas this year.

"I think there is no doubt that the work of extending the line southward will begin in a short time, and when the work does begin it will be rushed through in a hurry. The Rock Island is reaching for the Gulf, and, if possible, it will get there first."

"Get there first? What do you mean to imply by that?"

"That as soon as the Rock Island road begins to extend to the Gulf it will to the interest of another road to do likewise, and the race will be a lively one between the two."

The Wichita Valley Road.

Contractor Dan Carey, who is constructing the Wichita Valley road from Wichita Falls to Seymour, is in the city, having just arrived from the front. He reports that the grade of the line has been completed to within three miles of Seymour and that track has been laid twenty-nine miles out from Wichita Falls. Track laying has been suspended on account of the lack of material, but as it is coming in quite freely now the steel will be pushed ahead as rapidly as possible until the line is completed. The remaining three and a half miles of track near Seymour are the heaviest work yet encountered.

General and Personal.

L. J. Campbell of the Fort Worth and Denver is in the city.

The trans-Missouri passenger association is at a loss to be a thing of the past as it can get to be.

W. D. Lawson, traveling passenger agent of the Missouri, Kansas and Texas, spent yesterday in the city.

H. T. Keenan, livestock agent of the Chicago, Burlington and Quincy, has been called North by the serious illness of his brother.

The new shops and roundhouse of the Texas and Pacific have been completed by Contractor Hughes and turned over to the company.

It is said that after the Missouri, Kansas and Texas passes out of the hands of the receivers that Receiver Eddy will retire permanently from railroad life.

As a result of the conference called in St. Louis on account of the action of the Ohio and Mississippi in refusing to restore passenger rates to Cincinnati, the lines running east of St. Louis have determined to enforce a non-transferable ticket on the 1,000-mile tickets. Rates are restored and all agree to stop manipulation.

The interstate commerce railway association has lost another of its members. The latest road to drop out is the Chicago, St. Paul and Kansas City, the general manager of which says that his company is no longer connected with the organization. Fully half of the original signers of the famous presidents' agreement have withdrawn.

Up to June 6 Eastern mills sold about 25,000 tons of steel rails to Southern roads. They quote \$30.50/\$31.50 at Chicago. At Pittsburgh the quotations are \$31.30/\$32 on cars at works, and at Chicago \$35. The quotations for old rails are: At New York \$24.50 for large quantities. At Pittsburgh \$25.50/\$26 for old iron rails, and at Chicago \$23.50 nominally for iron rails.

Arkansas Pass Extension.

LEXINGTON, TEX., June 14.—Work on the extension of the Arkansas Pass is expected to begin in a few days. They want to complete the road to Wold in time to catch the fall trade.

The Burlington Cattle Rate.

KANSAS CITY, MO., June 14.—Burlington yesterday announced that it would make a cattle rate from here to Chicago of eighteen cents a 100 weight when applied locally. The rates have been steady at twelve and a half cents since that road was sold by the Alton several weeks ago. Other lines have not announced, but they will restore with the Burlington, although there is every reason to believe that such action will be the course they will pursue.

Projected Transcontinental Railroad.

WASHINGTON, June 15.—The prospectus of the newly-projected transcontinental railroad has just been issued in this city. The name signed to it is Thomas Breen. The road is to be called the Virginia Southern and Western, to run from Norfolk, Va., through Virginia, Tennessee, Kentucky, Missouri, Arkansas, Indian Territory and Texas to El Paso, where it will connect with the Santa Fe connection for San Francisco. According to the prospectus the preliminary survey has been made, and elaborate calculations show the whole project is to cost \$70,000,000. The road is to be bonded for \$25,000 per mile of double track and \$15,000 per mile of single track, the bonds to run for fifty years at 5 per cent. The intention of the company is to have the main line in operation from Portsmouth, Va. to Belmont, Mo., in three years from next January. All bonds are to be secured by one blanket mortgage on all the present and future property of the company. A new line of fast steamships is to be run in conjunction with this railroad from Norfolk, Va., to Milford Haven in Wales, the nearest English point. The road is to cross twenty other roads almost at right angles with not a single crossing within 100 miles. The company is incorporated under an act of the legislature of Tennessee and the expectation is held out that thirty counties in Tennessee will be stockholders in the company to the amount of about \$9,000,000. The company is to have a bonded debt of \$36,000,000. The principal and interest of these bonds are to be guaranteed by a rich guarantee company to be incorporated by a bill now before Congress and bonds are to be issued from time to time as funds may be required for construction, equipment, etc. One clause in the prospectus reads thus: "What is now required to be done is to

raise about \$500,000 by subscription to the stock of the company's county bonds, this amount to be used in surety, the clearing, securing of county bonds, also right of way by deed, and other preliminary expenses preparatory to issuing bonds of the company. Capitalists furnishing this amount will be well paid for investment.

Attention, Sir Knights!

To the meeting of the Supreme Council of Knights of Pythias of the 12th, to be held at Milwaukee June 12th, the "Cotton Belt" will make from Fort Worth to St. Louis (\$15.00) rate for round trip, tickets to be sold June 12 to 15th inclusive, limited to July 1st and return. For further information, as to route, sleeping-car accommodation, etc., call on Jno. G. Harris, general agent, 401 Main street.

E. W. LABAUME, G. P. Agt.
W. H. WINFIELD, G. P. A.



Thomas G. Jones, Democratic nominee for Governor.

Alabama will have rather a tame gubernatorial canvass, as Kolb, the Farmers' Alliance candidate and aspirant for the regular nomination has signified his intention of supporting the ticket. Thomas G. Jones of Montgomery, who received all the votes in the recent convention in that city, except those cast for Kolb, on whose motion the nomination was declared by acclamation, therefore has the field to himself and will be the next governor of Alabama.

A FATHER'S ACT.

He Straps His Little Son to a Frame Cross Leaving Him Suspended for Seven Hours.

Special to the Gazette.

WILKES BARRE, Pa., June 15.—Jacob Ackerman is a farmer of Sugar Loaf township, and of a fiery temper. On Friday, becoming angry at his eleven-year-old son, Jacob, he followed the boy into the cellar and strapped him to a framework of boards nailed together in the shape of a cross.

The father then drove the family out of the house and stood guard over the child with a hatchet, threatening to kill anybody who came near. Toward evening a little daughter came home from the silk mill, and hearing groans in the cellar she went down and found her brother in awful agony. For seven hours the boy lay in the stocks, his arms and legs being suspended from the framework. He was rescued more dead than alive, and it is believed he will die. These facts were brought out before a justice of the peace, who issued a warrant for Ackerman's arrest, and to-day he was lodged in jail. The neighbors were on the point of organizing a posse to lynch him when the officers interfered and locked him in the county jail.

FREE WOOL.

The Wool Consumers' Association at Boston Memorialize the Senate.

BOSTON, Mass., June 15.—A memorial in favor of free wool has been sent to the senate finance committee by the Wool Consumers' association. It starts out with this: "For the protection of the woolen manufacturers of the country and for its rescue from a most hampered and depressed state, we ask for great reduction of the duties on duty on wool."

It is claimed that the wool is now wanted. The American grower could hardly be injured by a change. If at the worst prices it should fall slightly the growers would be compensated, some by a larger demand and increased manufacture. The demands for mutton is rapidly increasing, and it is afforded in better quality by sheep which produce long wool than by grades producing short, fine wool. Half bred mutton sheep's wool in waste grades admirably with rejected fibres and Montevideo fleeces in filling. Thus the American grower is stimulated through the importation of free raw materials, and American consumers would get better fabrics and at prices generally lower.

France to Recognize the Brazilian Republic.

PARIS, June 14.—According to several Parisian newspapers M. Tilot, minister of foreign affairs, is about to declare the recognition by France of the Brazilian provisional government, and has intimated to Senator Ilhanda, the Brazilian representative, that President Carnot is ready to receive him. The same journals also say the Brazilian government had agreed to submit to arbitration the question of the frontier between French Guinea and Brazil, to relax the export duty on rubber and to exempt French subjects from the application of the decree that every one who was in Brazilian territory on the day the republic was proclaimed should be regarded as a citizen of Brazil.

A Cowardly Act.

LOUISVILLE, Ky., June 15.—Yesterday William Walker and John Jones quarrelled over or about work in a cement mill where both were employed. They began to fight, but were separated. Walker then slipped up and hit Jones on the head with a crowbar, killing him. Walker was arrested.

Saw Mill Burned.

MEMPHIS, Wis., June 14.—Fire at 10 o'clock to-night destroyed the saw mill and new dry house of the Monrovia wood-en ware company. Loss \$100,000.

Wanted in Dallas.

Special to the Gazette.

WACO, Tex., June 15.—Deputy Sheriff W. L. Burke arrested William Beatty, alias Dennis O'Shea, this morning, who is wanted in Dallas.

TEXAS IN TYPE.

The Gazette's Daily Compilation from Wire and Mail.

What is Doing and Trying to Do—Its Doings and Progress as Shown by Correspondents and News-pers.

TEXAS CROPS AND WEATHER.

The Cleburne Chronicle says: The recent rains which have fallen so graciously and bountifully in this section have been general throughout the state. Good crops will be made in this part of Texas, but in the southern part of the state, without any more rain, the crop will be very meagre.

The wheat crop in Callahan county is much better than was expected while corn and cotton is splendid.

"An Zanti is out on fruit this season, and it has been usually the best crop."

The present continued dry weather is likely to prove disastrous to the crops of Cooke county. Rain is the pressing need of the hour.

The heavy rains lately in Gonzales county have insured a good corn crop in this vicinity. Cotton crops generally looking very well.

The crop prospects in Tittus county are very flattering just now; cotton generally in fine shape.

Florida, Hunt County, Tex., June 12.—Harvest is in full blast. Wheat will hardly pay expenses, as the crop is very light. Oats will make about an average crop. The corn crop never looked finer. We will have plenty of hog and hominy next year. Cotton is a little late, but it is all cleaned out nicely, and is growing very fast.

BRENNHAM, Tex., June 12.—Reports of crops are good from all over the county. Watermelons and roasting ears are now in the market.

CENTER, Tex., June 12.—Crops good. Plenty of rain has just in time to restore hope in the hearts of our farmers. Oats are being harvested and the yield is satisfactory. This product will cause the importation of corn to cease.

NACOGDOCHES, Tex., June 12.—Crops are good, particularly in the red lands. An average corn crop is assured, and the cotton is coming on well. The wheat crop is in fine shape all year, owing to the late freeze.

PLANO, Tex., June 12.—The crops around here are beginning to need rain. Good rains have been delivered, but the drought began to seem to have left this place out in the dry. Notwithstanding there are some complaints of the drought, but the crops are doing well.

WICHITA FALLS, Tex., June 12.—The first wagon load of June peaches made its appearance on the streets to-day. They were raised a few miles from Wichita Falls, where they are in fine flavor, good size and sold readily for \$2 per bushel. Vegetables in large quantities are being shipped from this city to Denver. More crops in Colorado. The liberal policy of the great "Panhandle route" is doing much for the development of Northwest Texas.

QUANAHUA, Tex., June 14.—A harvest is under full headway here, and the crops will prove the best advertisement our county can possibly have. For seven miles back of the city, the Equitable Record, is examining with a critical eye the great resources of Hardeman, and he decides that she will pass muster as a leading county of Texas.

CHILDRESS, Tex., June 14.—The weather is hot and dry, and corn is needing rain badly.

BOWEN, Tex., June 15.—Rain of incalculable benefit to our county fell during the morning.

GONZALES, Tex., June 15.—We have been having a rain recently, and the crops are doing well. If the crops can be properly worked from now on, they will make a fine crop.

WEATHER, Tex., June 15.—A fine shower fell here to-day, and crops of all kinds are looking nicely.

ELGIN, Tex., June 15.—Crop prospects were never better. The new crop of wheat and corn are in fine shape. The crops are doing well, and the weather is just what is needed.

GAINEVILLE, Tex., June 14.—The first peaches of the season were brought to this market to-day. The crops are doing well, and the weather is just what is needed.

MANFRIE, Tex., June 12.—The cloud that was only a large man's hand has appeared on this part of the Staked Plains. For six long miles back of the city, the crops are doing well, and the weather is just what is needed.

BARTLETT, Tex., June 14.—The building and loan association held a called meeting last night, and the result is that at least two new buildings will be erected at once in Bartlett. Two strong firms, one from Taylor and the other from Bartlett, will open brick houses here as soon as houses can be secured.

SUNSET, Tex., June 14.—The mineral water company have been busy this week surveying the land and will soon be erecting a hotel and fixing up their grounds in an attractive style. Answer has been that the Union Pacific company of Dallas has purchased the tract of land consisting of 100 acres and property dividing it into small building blocks for the purpose of erecting a hotel and a large house for the company's addition to the town and is at the same time gardening soil as could be desired.

BROWNSWOOD, Tex., June 14.—The Brownswood graded school opened its doors to-day evening, and the following officers were elected: B. B. Ruppert, president; C. H. Jenkins, vice-president; J. B. Ruppert, secretary; J. B. Ruppert, treasurer; executive board, C. S. Williams, John C. Bernay, W. C. Morgan, Z. T. Allman, J. B. Ruppert, J. B. Ruppert, J. B. Ruppert.

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THE COTTON BELT ROUTE.

Shortest, Quickest and Only Line

THROUGH CAR SERVICE TO MEMPHIS

Delivering passengers in depot, and meeting them without a long and tedious transfer across the tracks.

Leaving Fort Worth 7:30 a. m. Arriving Memphis 1:30 p. m.

Connecting at that point with through trains to all points east and southeast.

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